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NATURAL MILK
IS
PURE, FRESH
COWS' MILK.
[1136

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If you want a really good Cream Cheese ask for and be sure you get
TREE AND 3 BIRDS BRAND.
Stocked by all leading stores.
[776

No. 17,614. 號四十百六千七萬一第 日三初月九年寅甲 HONGKONG, WEDNESDAY, OCTOBER 21st, 1914. 三拜禮 號一十二月十年三國民華中 PRICE, $3 PER MONTH.

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GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
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Hongkong, 9th June, 1914. [605

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No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. [1160

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SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
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Hongkong, 16th October, 1914. [1230

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Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
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Hongkong, 18th April, 1914. [585

PEAK TRAMWAY COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	... Every	15 minutes.
8.00 „	to 10.00 „	... „	10 „
10.00 „	to 11.00 „	... „	15 „
11.30 „	to 12.45 p.m.	... „	15 „
12.45 p.m.	to 1.15 „	... „	10 „
1.15 „	to 1.45 „	... „	15 „
1.45 „	to 2.15 „	... „	10 „
2.15 „	to 5.00 „	... „	15 „
5.00 „	to 8.10 „	... „	10 „

NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	... Every	15 minutes.
10.30 „	to 11.00 „	... „	10 „
11.30 „	to 12.00 noon	„	15 „
12.00 noon	to 1.00 p.m.	... „	10 „
1.00 p.m.	to 5.00 „	... „	15 „
5.00 „	to 6.00 „	... „	10 „
6.00 „	to 7.00 „	... „	15 „
7.00 „	to 8.10 „	... „	10 „

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [1105

SOUTH MANCHURIA RAILWAY.
SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.
TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *SAKAKI MARU* and *KOBE MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

Connecting at Harbin with			Wagon-Lits for Moscow	Russian State Express For St. Pet'g.	Russian State Express For Moscow
1st Class Fares	Shanghai (S.M.R. Str.)	Lv.	Forenoon	Sakaki Mon. Wed.	Kobe Wed. Fri.
$ 40.00	Dairen	Ar.	..	Wed.	Fri.
Y 14.35	„ (S.M.R. Train)	Lv.	8.30 p.m.	Th.	Sat.
	Mukden „	Ar.	11.25 „	„	„
Y 11.50	„ „	Lv.	11.50 „	„	„
	Changchun „	Ar.	7.10 a.m.	Fri.	Sun.
	„ (Russian Train)	Lv.	9.30 „	„	„
$ 9.80	Harbin „	Ar.	3.00 p.m.	„	„

SOUTH BOUND.

Connecting at Harbin with			Wagon-Lits from Moscow	Russian State Express from St. Pet'g.	Russian State Express From Moscow
$ 9.60	Harbin (Russian Train)	Lv.	*10.10 a.m.	Fri.	Th.
	Changchun „	Ar.	*2.30 p.m.	„	„
Y 11.50	„ (S.M.R. Train)	Lv.	4.40 „	„	„
	Mukden „	Ar.	8.45 a.m.	„	„
Y 14.05	„ „	Lv.	1.05 „	„	„
	Dairen „	Ar.	9.00 „	„	Fri.
Y 40.00	„ (S.M.R. str.)	Lv.	Noon.	Sat.	Sat.
	Shanghai „	Ar.	Forenoon	Mon.	Mon.
				Kobe	Sakaki

*Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and *vice versa*, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.
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Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[661

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TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.
IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
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The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.
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Competes with the best quality English Cokes for
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HIGHEST FIREBRICKS GRADE
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TELEPHONE No. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [1203

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Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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OREGON PINE.
THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.
Hongkong, 27th June, 1914. [728

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The Wall of Partition, by Florence Barclay (cloth)	$2.75
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LETTS'S DIARIES 1915—NOW ON SALE.
[20

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[29

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A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Cochrane Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

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		Length on Keel-blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft.	53 ft.	24 ft.
	No. 3	718 ft.	83 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.

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Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
Max. Breadth „ „ „	56 „	66 „
Max. Draft „ „ „ „	22 „	26 „

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.
Floating Sheerlegs, capable of lifting 40 tons weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION
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HOTELS

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J. H. TAGGART,
22] Manager.

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All Electric Trams Pass Entrance, One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
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R. H. NORTH,
44] Manager.

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QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE HOTEL.
A FIRST-CLASS STRINGED ORCHESTRA Renders Selections during TIFFIN and DINNER daily, and at 11.15 a.m. and 5.45 p.m.
ENTIRELY UNDER EUROPEAN MANAGEMENT.
THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to
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TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.
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1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.
P. O. PEUSTER,
Manager.
[1493

THE NEW MACAU HOTEL.
THIS LARGE and ROOMY HOTEL is now OPENED under EXPERIENCED EUROPEAN MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate
For further particulars, apply to—
O. C. MOOSA,
Macau.
Tel. Add. "Phœnix," Macau. [943

VICTORIA HOTEL
SHAMEEN—CANTON.
Telegraphic Address: "VICTORIA, SHAMEEN."
SITUATED ON THE BRITISH CONCESSION.
Hotel electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[1093

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A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE, Red Capsule	$30.40	$2.65
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* WATSON'S XXX COGNAC, Gold Capsule ...	34.80	3.00
* WATSON'S XXX COGNAC (½ Bottles, 2 Doz.)	37.00	1.60
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* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	40.30	3.45
* D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule	46.80	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR	52.40	4.55
* E. FINEST OLD BROWN BRANDY, Gold and White Capsule	53.50	4.55
MARIE BRIZARD and ROGER'S FINE PALE COGNAC ...	31.50	2.65
S. V. F., V. O. COGNAC	79.70	6.65
V. O. L., 60 Years Old ...	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	157.50	13.15

* These Brandies bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO., LIMITED,

HONGKONG AND CHINA.

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BIRTH.

HICKMAN.—On October 20th, at 103, The Peak, the wife of H. F. HICKMAN, of a son. [1272

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 21ST, 1914.

AT times like the present we are enabled to view, as in a limelight, the relative temperaments of every individual. Tradition is truthful when it lays down that the Englishman takes a deal of rousing to the true significance of any great happening; but when the dormant realisation of things has been awakened the Englishman is a person very much alive. We have had numerous examples of this transition during the past few months; yet the traditional slow beginning was there for a period which, though necessarily brief, was quite long enough to be made apparent. Now he is thoroughly roused, and because all his senses are bright and keen, and readily respond to every touch, many of his kin are, quite naturally, yielding to the strong temptation to become joyfully and verbally excited, and then, with a remarkable suddenness, to jump at other conclusions, become distastefully morbid, and fire unkind and uncalled-for remarks at persons, whom, but a few hours before, they were cap-waving and idolising. These people of kaleidoscopic minds are to be found everywhere, and can be quite easily overheard—their unguarded remarks are intended to be heard generally—in the public places even of Hongkong, where we sleep soundly and peacefully in our beds each night. They are the people who, at the commencement of war, and when gallant little Belgium was temporarily checking the KAISER'S legions, passed at once from their obvious panic at the suddenness of the plunge of the nations into a great war, to ridiculous over-confidence. Then the legend that the German military bubble had been pricked was a street topic which throve and grew up under the influence of heady announcements of "Great Defeats" and "Severe Reverses." The conception of things then seemed to be: if little Belgium can hold up Germany's best troops for a whole fortnight, what will happen when the English and French are ready? The Allies were to be in Berlin with lighting rapidity; there was nothing to be left of the much-vaunted COLOSSUS of German militarism. All this was so much electricity to the volatile man; there was, to employ a common vulgarism, no holding him. Now the sobering element has been gradually introduced, and we realise that the struggle is, and will continue to be, a grim one to the end. Serious thinkers knew that any idea of instant success was but imaginary; our success will have to be a gradual development, it will entail much sacrifice, and we must steel ourselves and wait patiently. Successes must be greeted with a discreet appreciation of the valour and self-sacrifice involved, and reverses must be taken as but incidents in the greatest war in history. Temperaments must be kept in control and the montony of waiting and waiting must be met with that doggedness which is the cherished characteristic of an Englishman. The great German war machine is not, perhaps, all that is claimed for it; it may be too much of a machine and far too intricate for the brains which control it. But that it is a terribly efficient piece of mechanism, capable of much havoc when controlled by ordinarily intelligent hands, is now apparent to the whole world. It is also patent that the Prussian has lost none of his tenacity, his phlegmatic and almost fatalistic contempt for death, and rigid obedience to commands. Against this, in the historical coolness and steadiness of the English troops the German leaders have to prepare against an obstacle of the first significance. In the same way that our army, it may be safely asserted, has precisely the right mixture of a proper respect for the foe and a full appreciation of his weak points, so would it be well if the matter could be viewed by us all in a similar perspective. People would then be fortified and prepared for the stern tramp of success and sacrifice, and the equally stern march of sacrifice and reverse. Again, the terribly grim nature of the struggle also possesses a feature, which, in face of previous apathy on the part of a certain section of the English people, and because of the existence of a peace-at-any-price organisation, cannot be over-looked. With a victory easily won there are those Englishmen who would return to those habits and thoughts which constitute a more deadly menace to the stability of a State than almost any degree of external danger; internal inactivity and an incomprehensible shelving of the obvious that war and subsequent extension of power and development of wealth breeds jealousy and enemies. The seriousness of the encounter upon which we are now so relentlessly engaged has brought us face to face with the fact that nations can still be jealous to the point of hatred, a hatred so formidable that it explodes into an international war, and a lesson has been taught to those who laughed at the efforts of such institutions as the National Service League, for instance. It was the volatile individual who saw no apprehension of danger even when such men as Earl ROBERTS urged a diminution of the menace contained in the growing regard for frivolity. The shock of reality has resulted in the freezing out of this irresponsible frivolity, and the lesson has been taught that war is a tremendously serious business. The volatile man, who previously expended his energies upon a lot of sham and artificial excitements, has now realised that England must put away all this and settle down to the mood of a determined people, prepared to suffer all things rather than betray obligations to their successors, but all the while strengthening her determination to emerge from the conflict of arms triumphant over the common foe of Europe.

Mr. F. Maitland was summoned at the Magistracy yesterday for allowing two dogs to be at large without muzzles. He pleaded guilty, and was fined $5.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation to the funds of the hospitals of $56 by St. Andrew's Church, Kowloon.

There is reason to believe that the old Chinese Regiment of Infantry which was so foolishly disbanded some years ago, will be revived in due process of time, says the military correspondent of the *L. & C. Express.*

Mr. C. D. Melbourne, Second Magistrate, fixed for hearing on Thursday morning the case in which E. M. Almberg is charged with causing grievous bodily harm to a British sailor named Barry in the King Edward Hotel. Barry has sufficiently recovered to be allowed out from the Naval Hospital.

The St. Joseph Boy Scouts (Baden Powell's), under the charge of Mr. Blake, of the Victoria Theatre, are arranging a concert to be given in their headquarters on Saturday, November 14th, when the whole proceeds will be given to the Prince of Wales' Fund. A feature of the evening will be displays and sketches by the Scouts.

THE WAR.

[THROUGH REUTER'S AGENCY.]

PROGRESS OF THE GREAT BATTLE.

FRENCH OFFICIAL REPORTS.

ALLIES REACH WIRE ENTANGLEMENTS OF DEFENCE IN THE ARRAS REGION.

LONDON, October 19th.
5.05 p.m.

To-day's *communiqué* from Paris states:—

In Belgium the enemy has heavily bombarded without result in front of Nieuport. The Allies, notably the Belgian Army, have not only repulsed fresh attacks, but have advanced to Roulers.

We have progressed between the Lys and La Bassee canal, in the direction of Lille, and there is violent fighting on the front at La Bassee, where we are advancing house by house.

North and South of Arras our troops have been fighting for ten days with irresistible tenacity and dash. We repulsed a strong German counter-attack at Chaulnes and gained ground. There is nothing to report from the centre. Our advance guards from Alsace are on the line Bonhomme-Bairis-Sulzern. We still occupy Thann.

LONDON, October 20th.
1.30 a.m.

An official statement issued in Paris at 11 p.m. says:—

In Belgium the German attacks between Nieuport and Dixmude have been repulsed by the Belgian Army.

There have been slight advances between Arras and Roye and our troops at several points have reached the wire entanglements of the defence.

We have gained ground on the right bank of the Meuse in the vicinity of St. Mihiel.

There is nothing of importance from the remainder of the front.

FIGHTING WITHOUT REST FOR TEN DAYS.

Following is the latest French Government circular, *viâ* Peking:—

October 20th.
11.15 p.m.

The Allied advance was particularly marked on the 18th to the south and north of Arras, where the allied troops have been fighting without rest for ten days.

Their fighting spirit is at its highest point.

The new progress of the Allies is between La Bassee Canal and the River Lys, in the direction of Lille.

The German attacks between Lys and the sea have been repulsed, chiefly by the Belgian army.

GERMANS IGNORE ALLIES' ADVANCE.

LONDON, October 19th.

A message from Amsterdam says that the German *communiqué* ignores the Allies' advance and only says the enemy's attacks west and north-west of Lille have been repulsed, adding that there is no change in the eastern theatre.

BRITISH GENERAL KILLED.

LONDON, October 19th.
3.35 p.m.

General Hubert Hamilton was under cover when a shell burst amid a group. He was hit in the temple and instantly killed. None of the others were touched.

[Major-General Hubert Ion Wetherall Hamilton, C.B., D.S.O., was with the Burmese Expedition of 1886-88 and took part in the Egyptian campaigns of 1897-98-99, including the battles of Atbaar and Khartoum, being mentioned in despatches three times and securing the D.S.O. decoration. He was Military Secretary to Lord Kitchener, Commander-in-Chief in South Africa, 1900-02 (being again mentioned three times in despatches), and he acted in a similar capacity when Lord Kitchener was Commander-in-Chief in India, from 1902 to 1905. Since 1911 Major-General Hamilton had commanded the North Midland Division.]

MENTIONED IN DESPATCHES.

LONDON, October 19th.
12.25 p.m.

There have been mentioned in despatches 806 officers and 625 Non-commissioned officers and men, fully representative of the various regiments. The names of Privates and Non-commissioned officers appear side by side with the names of Generals, Colonels and such ranks. A dozen Chaplains, drummers, a saddler and a shoeing smith along with trumpeters are mentioned, also some Territorials.

OSTEND REPORTED TO HAVE BEEN RE-TAKEN.

LONDON, October 20th.
3.00 a.m.

The correspondent of the London *Morning Post* in the north of France reported on Monday that he had been informed on excellent authority that Ostend had been re-taken by the Allies.

[THROUGH REUTER'S AGENCY.]

GERMANS' "CRAZY ATTEMPT" APPROACHING IGNOMINIOUS FAILURE.

LONDON, October 20th.

The *Daily Mail* Paris edition says the enemy's crazy attempt to rush to the Straits of Dover is rapidly approaching fruition—namely ignominious failure. Beginning with the battle of Lille a fortnight ago, a steady succession of defeats has broken the southern half of the German line. The Germans have been reinforced to the last man, but must advance under the worst conditions, for the country, which is ordinarily easy to defend, is now converted into a quagmire by heavy rains.

JAPANESE CRUISER SUNK BY MINE AT TSINGTAU.

LONDON, October 19th.

An official message from Tokyo says that the Japanese cruiser *Takachiho* was sunk by a mine in Kiauchow Bay on Saturday night. One officer and nine men were saved.

LATER.

A message from Tokyo states that 254 men of the *Takachiho* were drowned.

Mr. S. Imai, Consul-General for Japan at Hongkong, has forwarded the following telegram received by him yesterday from the Japanese Government:—

"Japanese cruiser *Takachiho* sank, striking mine midnight 17th October while in service off Tsingtau."

[The *Takachiho*, which was reported to have been removed from the active list, had a displacement of 3,700 tons, and an indicated horse-power of 7,500. She was launched at Elswick in 1885, and completed in the following year. Her armament is given as: 2 10.2in. (a), 6 6in., 2 3pr., 10m. She also had four torpedo tubes. The vessel's complement was 365.]

AUSTRIAN SUBMARINES ATTACK FRENCH FLEET.

A SUBMARINE SUNK.

LONDON, October 19th.
2.00 p.m.

A telegram from Cetinje states that two Austrian submarines from Cattaro attacked the French Fleet while cruising along the Dalmatian coast. The cruiser *Waldeck Rousseau* sank a submarine, and the Fleet then bombarded Cattaro.

An Austrian aeroplane dropped bombs on the French warships escorting transports while off Antivari, but no damage was done.

[The telegram is slightly mutilated, and it is not clear whether the cruiser sank only one or both submarines.—ED.]

A CHALLENGE BY TURKEY.

DECLINES TO DISCHARGE GERMAN CREWS OF THE PURCHASED CRUISERS.

LONDON, October 19th.

A Constantinople telegram states that Turkey, replying to British representations, has finally declined to discharge the German crews from the cruisers *Goeben* and *Breslau*.

RUSSIAN SUCCESSES.

LONDON, October 19th.

A telegram from Petrograd says that an official *communiqué* states that the Russians gained partial successes at Warsaw in very hot engagements; also to the south of Przemysl.

GENERAL WAR ITEMS.

THE TRAFALGAR CELEBRATION IN LONDON.

LONDON, October 20th.

The deep significance of this year's Trafalgar celebration is attested by the decorations of the Nelson column. The deathless signal ("England expects every man this day to do his duty") is displayed in giant lettering on the base of the plinth, and near it are wreaths to the memory of the lost cruisers.

DISTINGUISHED SERVICE MEDAL FOR THE NAVY.

LONDON, October 19th.

His Majesty the King has approved of a Distinguished Service Medal for the Navy in cases where the Conspicuous Gallantry Medal is not applicable.

THE MINE-DAMAGED DUTCH STEAMER "NOORDAM."

LONDON, October 19th.

A message from Amsterdam states that the Dutch steamer *Noordam*, which struck a mine in the North Sea, has arrived at Maassluis with her stern and rudder slightly damaged.

SUGAR PROHIBITION REMOVED.

LONDON, October 19th.

The prohibition of the export of sugar has been withdrawn in regard to British East Africa, West Africa, Malta and St. Helena.

BRITISH PLATELAYERS FOR THE FRONT.

LONDON, October 19th.

A thousand British platelayers are going to the front to mend the railways.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

REDUCED EXPORT DUTY ON CHINA TEA.

PEKING, October 19th.

Liang Shi-yi has memorialised the President for a reduction of the export duty on tea to one tael per picul, in order to encourage the trade. He also suggested the establishment of stations in the producing districts for the purpose of prohibiting adulteration.

The President has agreed to these recommendations.

LATE TELEGRAMS.

THE WICKED BRITISH!

WHY ANTWERP DID NOT FALL EARLIER.

LONDON, October 12th.

Amsterdam: The *Berliner Tageblatt* makes the fall of Antwerp the text for a violent denunciation of England. It says:—"Behind the Belgian defenders stood England, one may say, with whip in hand. When the thought rose in Belgian hearts to avoid useless destruction by capitulation Britain pronounced a veto, and all were obliged to obey, even the King. This is why a town so full of life and industry is severely damaged. On the day of maledictions thousands will fall on the seducer across the Channel."

GERMAN SPIES IN ENGLAND.

ORGANISATION STAMPED OUT.

LONDON, October 8th.

The Home Office has issued a statement describing how the German spy organisation in England has been completely suppressed. For three years past the ramifications of the German secret service in England have been known and the agents shadowed, though no action was taken which might reveal to them that their identity was known. Arrests were only made when important documents were actually going to Germany. In such cases sufficient evidence was usually found in possession of the prisoner and thus, despite lavish expenditure, little valuable information was obtained. However, on August 4th, before the declaration of war, twenty known spies and two hundred suspects were arrested. Espionage is now tryable by court-martial and punishable by penal servitude for life. One person is now awaiting court-martial, but this is the only case, and there is reason to believe that the spy organisation was crushed at the outbreak of war and has not been re-established. The statement mentions that the German army order of August 21st showed that the Germans were in ignorance of the despatch of the British force.

GERMAN DESTROYER'S CREW LOST.

LONDON, October 7th.

Submarine *E9* returned safely to Herwich after sinking a German destroyer off the Ems River. It appears she was once only a hundred yards from the destroyer and waited her chance. The first torpedo missed, but the second went home, and exploding, the destroyer sank almost immediately, torn in two. The sailors say all was finished in three minutes. It is not believed any of the crew of eighty were rescued.

A GERMAN GRIEVANCE.

LONDON, October 8th.

One of the German grievances is being cut off from communication with the outside world. Eleven cables have been either cut or interrupted.

GERMAN PRISONERS IN FRANCE.

LONDON, October 8th.

The *Daily Chronicle* Paris correspondent says it is believed that there are not far short of a hundred thousand German prisoners in France. Trains with prisoners pass the outskirts of Paris daily.

THE KAISER.

LONDON, October 8th.

A telegram from Belgrade says the Kaiser is reported to have left East Prussia and returned to Cologne, and adds that his return has caused discontent among the General Staff.

THE OFFICERS' CASUALTIES.

LONDON, October 7th.

Every German regiment has a body of sharpshooters, who pick off the Allies' officers. This accounts for the disproportionate losses of officers, especially among the French.

TERRIBLE GERMAN GUNS.

LONDON, October 7th.

The *Times* correspondent, describing the havoc caused by the German heavy guns, says nothing is left standing within forty or fifty feet. One shell dropped among a squad of forty horses and the whole batch were blown to pieces

LUXEMBURG ARMY SENT TO GERMANY.

LONDON, October 7th.

The Grand Duchess of Luxemburg is interned in the Castle of Nuremburg and the Luxemburg army has been transported to Germany, except the Commandant.

U. S. AND DIRIGIBLES.

LONDON, October 8th.

The United States is inviting tenders for dirigibles.

BELGIAN GREY BOOK.

MORE LIGHT ON GERMANY'S DIPLOMACY.

LONDON, October 7th.

Further light is thrown on the diplomatic negotiations relating to the outbreak of war by the publication of a Belgian Grey Book. The German Minister, on July 31st, informed the Belgian Foreign Office that he was certain that the view expressed by his predecessors in 1911 about respecting Belgian neutrality were unchanged. The same Minister even on Aug. 2nd said Belgium knew his personal opinion upon the security which Belgium was entitled to feel regarding her eastern neighbour. The Belgian Minister replied that he was aware of the German intentions, but would attach the greatest value to a formal declaration. At five the same day the German Minister presented an ultimatum demanding the free passage of German troops or Belgium would be treated as an enemy.

Early next morning the German Minister said he had been instructed by his Government to inform Belgium that French airships had thrown bombs and a patrol of French cavalry had crossed the frontier, thereby violating international law. The Belgian Secretary-General asked where and the German Minister replied, "In Germany." The Secretary-General observed that in that case he failed to understand the object of the communication. The German Minister rejoined that these acts were contrary to the law of nations and were of a nature to cause it to be supposed that other acts against the law of nations would be committed by France. Next day the German Minister in a final communication said in view of the Belgian Government's refusal of Germany's well-intentioned proposals, Germany would be obliged, if necessary by force by arms, to take indispensable measures for her security against the menace.

BRITISH TROOPS' SPIRIT.

LONDON, October 7th.

A letter from a British artillery officer says the behaviour and fighting spirit of the troops is beyond all praise and has surprised even those who expected most. Another correspondent, describing the monotony in the trenches, says the men play nap by candlelight and dare one another to do mad deeds. One wriggled on his stomach to the German lines and surprised and slew five Prussians. He returned with a maxim slung like a sheep across his shoulders and then returned to fetch the ammunition belt.

AN EGYPTIAN GIFT.

LONDON, October 7th.

The Egyptian Red Crescent Society has given a thousand pounds to the British Red Cross.

THE TWO "EMDENS."

During the past few days persistent rumours have been circulated in Singapore to the effect that the German cruiser *Emden* had sought shelter in the neutral waters at Sabang. This, however, is not the fact, although there is a steamer named *Emden* interned in that port. Along with thirteen other German trading vessels the *Emden*, of 699 tons, has been there for some time past. She belongs to a German firm and is registered at Hamburg.—*Straits Times.*

BRIBE OFFERED TO A SANITARY INSPECTOR.

Severe punishment was meted out by Mr. J. R. Wood at the Magistracy to a Chinese eating-house keeper named Chan Hoi, of No. 120, Queen's Road East, on a charge of offering a bribe in the shape of two bottles of whisky and two boxes of cigarettes to David Davies, a Sanitary Inspector.

It appeared that the defendant was on Wednesday last prosecuted by the Inspector and convicted for non-compliance with a notice from the Sanitary Department. Later that day he sent the articles mentioned in the charge round to the defendant at the Wyndham Hotel. The Inspector at once returned the articles, and reported the matter.

The Magistrate told the defendant that he thought he sent the presents to the officer with the object of getting him not to prosecute him again. It was a serious offence, and had the gifts been worth more than $10 he would have had to commit the defendant for trial. A fine of $100 or three months was imposed.

PREVIOUS CONVICTIONS.

AND A ROUGH GUESS.

Before Mr. Melbourne yesterday, Manuel Sequeira was charged with being drunk and disorderly on Monday in Jubilee Street.

Asked to plead, defendant said, "I plead guilty to being a little bit 'on,' but not to being disorderly, because I was not."

His Worship asked how many previous convictions defendant had, and Acting-Inspector Kent said that he could not have been out of prison very long, because he had been sent in for begging for a month's hard labour.

His Worship (to defendant)—Do you know how many previous convictions you have had?

Defendant—At the most 10, at the least eight, your Worship, making a rough guess. (Laughter.)

Fined $5 or 14 days.

Sergt. Pincott, of the Water Police, seized 500 rounds of ammunition and one revolver belonging to a Chinese who was a passenger on the *China*. The owner was arrested, and allowed out on bail of $250. He failed to turn up at the Magistracy, and the bail money was consequently estreated.

HONGKONG SANITARY BOARD.

THE WATER-CARRIAGE SYSTEM.

The usual fortnightly meeting of the Sanitary Board was held yesterday, the Head of the Department (Mr. G. N. Orme) presiding. There were also present:—Hon. Mr. E. R. Hallifax, Hon. Mr. E. A. Hewett, C.M.G., Colonel Irwin, Dr. Fitzwilliams, Mr. P. W. Goldring, Messrs. Chan Kai Ming and Ng Hon Tsz, the Medical Officer of Health (Dr. F. Clark), the Assistant Medical Officer of Health (Dr. W. W. Pearse), and the Secretary (Mr. E. W. Hamilton).

The following letter was received from the Government in reply to the Board's letter forwarding a resolution recommending the appointment of a Select Committee to consider the whole question of the water carriage system:—

"Although it is open to the Sanitary Board to investigate the question of the water carriage system, and to make any recommendations they may wish, His Excellency the Governor is unable to see his way to making the proposed Committee a mixed one of Government officers and members of the Sanitary Board by appointing an expert adviser to be a member of the Committee. The Director of Public Works is, however, prepared as a member and Vice-President of the Sanitary Board to give the Board the benefit of such knowledge as he possesses to enable them to arrive at a decision in the matter. The Director of Public Works is not prepared to submit himself for examination by the Committee, but if the Board will state definitely the facts on which they require information Mr. Churchill will supply it as far as possible."

Dr. FITZWILLIAMS minuted: How far does "the whole question of water carriage" mean? Does it mean submitting reports on the present system only, or does it go further, and mean to supply plans and estimates for a properly organised and connected water carriage system suitable for Hongkong; and if so, has the Committee applied to Gibraltar and Malta (places which have many things in common with Hongkong in general formation) for plans of their system? There is little doubt that Hongkong can be brought up to date and made a sanitary place if money is forthcoming for the purpose.

Hon. Mr. HALLIFAX minuted: The enquiry can go no further than to make it clear what the granting of such applications involves, and (consequently) to what extent the Board is justified in recommending them under present conditions.

The PRESIDENT said he took it that it was open to the Board to discuss the question of the water carriage system in all its bearing, whether as to the applicability of the present system or as to the advisability of revising it. He was rather late in the field, and was not prepared to offer any opinion as an expert. He was sorry that their own expert was not present that day.

Dr. FITZWILLIAMS—I asked the question in the minute because it makes a great deal of difference. If this Select Committee are only going to point out the deficiencies in our present system there is very little work, but if they are really going into the question, into the estimates for bringing Hongkong within reasonable distance of being an up-to-date sanitary place, it means the work of probably a year, or a year and a half, and in the meanwhile certain applications have been refused or suspended until this Committee shall have submitted its report. It means a great deal to some of these applicants if they are going to be postponed from fortnight to fortnight. They do not know if it is going to be at least a year, probably two, before they can get an answer. If, on the other hand, it is only provisional, the question arises whether they could not be given further powers, and erect them provisionally. It is a pity that Hongkong at present is not a sanitary place. It has got an out-of-date system which has many deficiencies, and many drawbacks. It is pointed out that it is difficult to drain this place. It is not. It is an extremely easy place to drain. It is a question of money, it is a question of big figures. A flat place like Cairo, which has none of the advantages of Hongkong, has been drained. Gibraltar has a splendid system which is perfectly satisfactory, and here in Hongkong our experts advise us that sea-water is not good for the Hongkong drains. It is perfectly satisfactory for other places. I think I should like to have an answer as to the powers of this Select Committee if it can be supplied.

Hon. Mr. HEWETT said the question put by the Secretary for Chinese Affairs was a very definite one. The Sanitary Board realised that fortnight after fortnight they were getting applications for the erection of water closets and urinals in the higher parts in increasing numbers. The Board was not united on the subject, and he was in the opposite camp to Dr. Fitzwilliams. He did not believe that they could gain anything by having fixed water closets in Hongkong. The point was, that in view of the increasing number of applications, and the difference in opinions held by members of the Board, the Secretary for Chinese Affairs considered it advisable to bring forward a resolution, which he seconded, and he thought it was a perfectly reasonable application. They realised that the time had now come, in view of these enormous blocks of buildings which were springing up all over the Island and in Kowloon, when this question should be properly discussed. He was very disappointed that the Government had not seen the seriousness of the question, and realised that the time had now come when the question must be thrashed out by a competent Committee with full powers, somewhat on the same lines as the Commission appointed by Sir Mathew Nathan some years ago as to the working of a certain Ordinance to be brought in. They wanted something more than advice. They wanted a properly constituted Committee with full powers to deal with and carefully consider evidence, and place it before the Government, and he thought it was a very serious mistake on the part of the Government that they had not seen their way to fall in with their wishes. (Applause.)

Hon. Mr. HALLIFAX said he desired to make his position clear. He thought the Government's answer as far as it went met all the Board's requirements. It was no use for the Board to try to run before they could walk. They must have a preliminary enquiry and know the present position. When that was done, and they knew exactly what was desired, it would be time to ask the Government on the facts before them to appoint a Committee with such powers as were necessary. They must have a preliminary enquiry first.

Mr. GOLDRING said the only point he wanted to make was the pending applications. There were some applications put back which he thought even that Board would pass, and he thought it was a great hardship. Referring to the application of the Kowloon Dock, he said they were very anxious that their application should be granted and that the work should be completed before the summer. There was a perfect flushing system. He thought pending applications should be considered.

The PRESIDENT said he supposed the Board would be in a stronger position after receiving extensive data which would assist the Board to deal with the applications which were now before them, and he thought it a pity to proceed with these applications while they were expecting a considerable accession to their knowledge as to water carriage. The Committee were expecting returns as to the amount of water carriage that was utilised at present for public, military, naval and civilian latrines, and with those before them they hoped to go further into the question, and be able to advise the Board as to how far they could proceed with the applications. After that, he hoped, the larger question would be raised as to the possibility of extending the system in the future.

Dr. FITZWILLIAMS—My point is not to extend the system, but to make a system.

The PRESIDENT—I think we have all benefitted to some extent.

Hon. Mr. HEWETT—I think it is a system, and a very excellent one, too.

The discussion then closed.

SUPREME COURT.

Tuesday, October 20th.

IN SUMMARY JURISDICTION.

BEFORE MR. F. A. HAZELAND, PUISNE JUDGE.

AN ALIEN ENEMY SUED.

The case was resumed in which Lo Sun Pang, of 134, Jervois Street, sues Felix Lorria, an Austrian subject carrying on a mineral water business at Wanchai under the style of Hill, Bergdahl & Co. The claim was for the return of $564.55, being balance of a sum of $1,000, deposited with the defendant as security under an agreement in writing dated May 2nd, less the sum of $434.45 for goods supplied by defendant to plaintiff. Plaintiff also claimed $250 as damages for breach of the said agreement.

At the previous hearing questions of defendant's legal status as an alien enemy subject were raised, and an adjournment was made with the object of inquiries being made.

Mr. Preston (of Messrs. Johnson, Stokes & Master) was for defendant and Mr. Willson represented plaintiff.

Mr. Preston, at the outset, explained that his client was an Austrian subject, but he received a licence to trade on Sept. 18th, and therefore was from that date, and in all material respects, equal to a British subject.

Mr. Willson mentioned that that was a point which would arise indirectly, for, as his Lordship would observe, the writ was issued on August 31st. He would contend later on that he was in a position to sue for the return of the deposit at the time the writ was issued.

Plaintiff, in the course of his evidence, said he had been in Hongkong for fifteen years and in this particular business for three to four years. Up to March last his business was principally with the Europeans of Hongkong. At the commencement of April he was introduced to the plaintiff, a suggestion being made that he was going to take up an aerated water trade, and desired to sell defendant's productions. Plaintiff at first took objection to the trade mark on the bottles, saying that the Chinese would think it was Japanese. He (defendant) then suggested using plain Tansan bottles and immediately sketched a new label, which was entirely different to his usual labels. Witness also explained the advantages of the Tansan bottle, this before a deposit on the bottles was made. Plaintiff had no objection to the shape or colour of the bottle, the dark colour, witness explaining, acting favourably upon the chemical composition of the water. Plaintiff never raised any objection to the bottles, which were being used by two other firms in the Colony. It was obvious, however, that the plaintiff did not realise the public resistance there would be to the dark coloured bottles. Subsequently a security of $1,000 and "a bond of a sort" was arranged for the supply of bottles. Then, after several orders had been fulfilled plaintiff said that the Chinese were suspicious of the label, saying that they were afraid it was a Chinese make of mineral water. Plaintiff's objection was that there was no English on the label, which was a contradiction of what he had since agreed to. Defendant then suggested an additional label to the one already on the bottle. On another occasion plaintiff said he wanted all white bottles, and witness gave him as many as he could. Under the agreement plaintiff was to pay him on the first day of every month, but this was not strictly adhered to and an account was incurred of $400, of which only $60 had been paid to defendant. Throughout the agreement he (defendant) had made every endeavour to supply plaintiff with as many white bottles as he could.

The hearing was adjourned.

CHARGE AGAINST A SHIP'S OFFICER.

SECOND MATE'S FAILING.

At the Marine Court yesterday, George William Eedy, Master of the British steamer *Anhui*, preferred charges of misconduct against J. W. Scott, second Mate of the ship.

The Court was composed of Commander Basil Taylor, R.N. (President), Lieut. Commander M. R. J. Maxwell Scott, H.M.S. *Tamar*; Mr. G. W. Cockman, Master of P. & O. steamer *Malta*; Mr. F. T. Wheeler, Master of the str. *Kumsang*; and Mr. A. H. Stewart, Master of the str. *Haiman*.

Mr. D. Lewis (Messrs. Johnson, Stokes & Master) represented the complainant, and Mr. P. W. Goldring appeared for defendant.

George William Eedy, Master of the *Anhui*, said that on the 7th October the ship was lying alongside at Shanghai. Defendant was on duty, and when witness came on board in the morning he sent for him. He had been drinking, and witness accused him of it. Defendant acknowledged it, and said he could not help it; the drink had got control of him. Witness had forgiven him several times previously for the same thing. On the following day witness again saw the defendant under the influence of drink and in a muddled condition at about 9.45. They went to sea at 12.12. Shortly before sailing the Assistant-Superintendent came on board, and witness refused to go to sea with his two mates under the influence of liquor. He told witness to take the first mate off duty and appoint a passenger, who was one of the Company's servants going down to join another ship as mate, in his place. He said that the defendant was recovering, and witness arranged that he should have eight hours "in" in order that he might recover. He came on the bridge as soon as they were clear of the wharf, and remained there until 4 p.m. Defendant came on watch again at 6 p.m. Witness set a course, which, if it had been followed, would have taken the ship a good mile to the north of the fairway bell buoy. No alteration of course was allowed on the ship without witness' sanction. At about 6.10 p.m. he went into his cabin, and chatted with a passenger. Later he heard a crash, and went straight on deck. He saw the defendant, whom he noticed to be in a muddled condition, and said "What have you done now?" He replied "I've done it now. What are you going to do about it?" Witness told him he had been drinking again instead of sleeping from 4 to 6, and took him off duty and sent him to his room. He then found that the ship had fouled the fairway bell buoy, that her port propeller was foul of the moorings, and was hung up by them. Defendant had not returned to duty since.

In cross examination by Mr. Goldring, Captain Eedy said his chief officer was "absolutely drunk" on the 7th and 8th inst., and he described the defendant in the case as a chronic drunkard.

Charles James Thomson, acting chief mate of the *Anhui*, said he was relieved by Scott at 6 o'clock, and passed on to him the Captain's instructions. Scott looked all right to him, but a little flushed. He seemed to quite understand the instructions. The ship was then about 2½ miles from the buoy and was doing about a mile in five minutes over the ground with the tide and all. Scott seemed to be all right when witness relieved him at 4 o'clock.

A Chinese quartermaster who went on duty at 6 o'clock on the day in question spoke as to the second mate changing the course after the master had left the bridge, and then altering it again five minutes before the collision occurred. Witness said he could see the buoy from the wheel.

Defendant gave evidence on his own behalf. He admitted that he was under the influence of liquor on the 7th inst., when he was off duty, but on the 8th (the day concerned in the complaint) he affirmed that he had only three or four drinks all day. When he went on duty at 6 o'clock the Captain and Chief were steadying the ship on S. 30 E., and the buoy was right ahead. He had been told to call the Captain when the buoy was approached. He had always passed the buoy on the south side and he altered the course to E. 15 E. The buoy was then still right ahead, the ship not having set either way. Then, seeing that they were getting rather close he hauled her out another half point. The ship then set across quickly and struck abreast of the boilers. He heard no orders given to pass the buoy on the north side.

By the President: He knew the way the tide was setting, but as he had always passed to the south of the buoy he thought he had to do so on this occasion. He did not call the Captain because they were on top of the buoy and he had to look after the ship. He altered the course every day in tidal waters on his own initiative without informing the Captain: it was done every day on the coast. According to his time it was 6.17 when the collision occurred.

It was pointed out that the Captain's time was 6.12—a difference of a mile.

Mr. Lewis cross-examined the defendant as to the quantity of drink he had taken on the 8th inst. Defendant denied that he had seven bottles of beer in the morning and five out of ten cocktails that were taken to his cabin between 4 and 6 o'clock.

George Bernard Witchell also gave evidence for the defence.

Mr. Goldring, for the defence, submitted that the Captain, naturally jealous of his reputation, had unconsiously built up a certain number of facts which defendant did not dispute. If the defendant had been drunk on the 8th the Marine Superintendent would not have let him sail. He submitted that defendant was never given orders which side to pass the buoy and in altering the course did what he thought best. Defendant's master's certificate was not endorsed and his record was a good one.

THE FINDING.

The Court's finding was as follows:

1.—We find that on 7th Oct. 1914, when the British ship *Anhui*, O.N. 118,340 of London, was lying alongside her wharf at Shanghai, Mr. James William Scott, the number of whose certificate of competency as master is 037,609 of Liverpool, second mate of the said ship, was under the influence of liquor on board when he should have been on duty.

2. That on the following day, October 8th, Mr. Scott having charge of the deck at 6.10 p.m., being under the influence of drink, altered the course without the permission of the master, with the result that the ship came into collision with the fairway bell buoy at the entrance to the Yangtsze river and remained with her propellers foul of the buoy moorings for six hours.

3. We therefore direct that Mr. Scott's certificate of competency as master be suspended for six months, and that a second mate's certificate of competency be issued to him during the period of suspension. Further, his certificate of competency as master shall not be restored to him unless he shall produce valid testimonials of sobriety covering the period of three months next before such restoration.

NEW N.Y.K. STEAMER.

THE "SUWA MARU."

The *Suwa Maru*, the latest addition to the Nippon Yusen Kaisha's fleet of European service liners, arrived in Hongkong on Monday *en route* for London on her maiden voyage.

The new vessel is a sister ship to the *Yasaka Maru* and the *Fushimu Maru*, which are shortly to be put on the European line. She has a gross tonnage of 12,000 tons, and a displacement of 21,000 tons. A speed of 17½ knots can be maintained and the dimensions are: length 525 ft., breadth 63 ft. 5 in. depth 37 ft. 6 in. There is first-class accommodation for 121 passengers, and second-class accommodation for 60 passengers, while 190 steerage passengers have been provided for. All the cabins are beautifully carpeted and furnished with every requisite. Each cabin has a chest of drawers, wardrobe with long mirror fronts, etc., and each berth is fitted with an electric lamp, in addition to the customary ceiling lamp. Special care has been taken to meet all requirements of tropical climates. Every cabin is equipped with electric fans, and is unusually roomy. A number of the cabins are equipped with two berths placed on a level at both ends of the room instead of one over the other as customary, so that there is no question of an "upper or lower berth." A luxurious suite of rooms is on the promenade deck, consisting of a sitting room, a bed room (to be booked together or separately as desired) and a bath-room with lavatory, the bedroom being provided with Neptune's broad silver cot berth. The sitting room is decorated with beautiful sculpture in wood, and is also furnished with sleeping berths which are, however, so designed that all evidence of their being such is concealed when not in use. All the fittings and furniture in these rooms are of the best artistic designs and taste. Ten of the cabins are single berthed, and are specially fitted for those desiring privacy. In every way the general construction of the new vessel is well in keeping with the reputation of the owners.

A large number of people inspected the ship during her stay in the harbour and were loud in their praise of the arrangements made for the comfort of the passengers.

FRENCH CONVENT SALE OF WORK.

Among the assistants who so kindly helped in the above sale at the French Stall of Madame Thomas, Madame de Obaldia, wife of the Consul-General for Panama, should have been mentioned. Although, on account of the War, the bazaar was on a much smaller scale than when it has been held at the City Hall, the results are quite satisfactory and the Reverend Mother Superior wishes to thank all the ladies who so charmingly helped to sell and also all those who by their presence or otherwise contributed towards the success of the sale, which will be continued during this week at the Convent.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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P.O. Box, 33. Telephone No. 12.
Codes: A.B.C. 5th Ed., Lieber's.
Telegraphic Address: "PRESS."

NEW ADVERTISEMENTS

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.
(IN LIQUIDATION).

THE TRANSFER BOOKS of the Company will be CLOSED from 26th October, 1914, to 7th November, 1914, both days inclusive.

C. BERNARD BROWN,
Liquidator.

Hongkong, 20th October, 1914. [1273

G. R.

GOVERNMENT NOTIFICATION
No. S. 335.

IT IS HEREBY NOTIFIED that SEALED TENDERS, in Duplicate, which should be clearly marked "TENDER FOR MEDICAL DEPARTMENT CONTRACT," will be received at the Colonial Secretary's Office until NOON of SATURDAY, the 31st October, 1914, for the Supply of AERATED WATERS; BEDDING and CLOTHING; BEERS, SPIRITS, WINES, etc.; SPIRIT OF WINE; CHEMICALS, DRUGS, SURGICAL INSTRUMENTS and SUNDRIES; FURNITURE, etc.; MILK, etc.; PROVISIONS; SUNDRIES; and WASHING (Schedules Nos. 1 to 10), required locally by this Department, for the period of one year from the first of January next inclusive.

For form of Tender apply at the Colonial Secretary's Office. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

J. T. C. JOHNSON,
Principal Civil Medical Officer.

Medical Department,
Hongkong, 16th October, 1914. [1274

FOR THE LADIES.

MADAME CASULLI, the well-known Parisian Dressmaker, is on her return to Hongkong, after having made purchases for the Winter Season.

She will arrive here on the 26th instant, (and not on the 23rd as originally notified owing to the detention of the "MAYAZAKI MARU" at Aden) with a lot of Walking and Evening Dresses, Trimmings, Novelty Clothes, Hats, etc., etc., etc.

All these Novelties, which represent the latest creations of the leading Firms of Paris, will be exhibited at the PEAK HOTEL (Rooms Nos. 91 and 92), commencing on the 29th instant, from 10 A.M. to 1 P.M. and from 2.30 to 5.30 P.M.

Hongkong, 19th October, 1914. [1261

LOST.

ON the 18th inst., between No. 2, Caine Road and R. C. Cathedral, A LADY'S GOLD BEAD NECK-LACE. Finder returning same to No. 2, CAINE ROAD will be suitably rewarded.

Hongkong, 20th October, 1914. [1268

THE YANGTSZEPOO COTTON MILL, LIMITED.

NOTICE IS HEREBY GIVEN that the above-named Company is issuing a Prospectus (dated the 22nd day of September, One Thousand Nine Hundred and Fourteen, a copy of which has been filed with the Registrar of Companies) inviting subscriptions at par for 5,000—7 per cent. Cumulative Preference Shares of S. Tls. 100 each, and 25,000 Ordinary Shares of S. Tls. 5.00 each.

COPIES of the Prospectus and form of application can be obtained at the Registered Office of the Company, No. 1a, Pedder Street, Hongkong, or from the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The rate of Exchange at which application in dollars will be received has been fixed with the Bank at 76½ and any refund to be made to applicants will be made at the same rate.

THIS NOTICE is not to be regarded as an invitation to the public to subscribe for shares, and applications will only be received on the footing of the full Prospectus and in the form issued therewith.

Dated 19th October, 1914.

JARDINE, MATHESON & Co., LTD.,
General Managers.

[1271

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[1176

WAR MAPS
AND
SMALL NATIONAL FLAGS
to mark the progress of
THE WAR.

FOR SALE AT—

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
Hongkong, 15th October, 1914. [1264

INTIMATIONS

ITALIAN CONVENT.

BAZAAR! BAZAAR! BAZAAR!

ON SATURDAY, 24TH OCTOBER, 1914,
AND FOLLOWING DAYS,
Commencing each day at 10 A.M.

LADIES' DRESSES. CHILDREN'S FROCKS, TABLE COVERS. HANDKERCHIEFS, BOYS' JERSEYS, BABIES' ROBES.

In a large variety of styles.

☞ CHILDREN'S BAZAAR! A Special Feature of this year's Sale, Sweet Stalls, Dainty Chocolates, and Maroons. Toys in great variety and at all prices.

A Visit to the Convent during the Bazaar will afford a rare opportunity of getting an insight into the educational value of the Industrial Section of the School, wherein the technical training of hundreds of orphan girls is being conducted from day to day.

Hongkong, 20th October, 1914.

MINISTERING CHILDREN'S LEAGUE.

SALE OF WORK.

IN AID OF
Local Charities for Children and the PRINCE of WALES' FUND,
to be held in the
GROUNDS OF GOVERNMENT HOUSE
(By kind Permission of HIS EXCELLENCY THE GOVERNOR).

ON SATURDAY, 31ST OCT.,
FROM 2 TO 6 P.M.

ENTRANCE only at the Garden Gate in Upper ALBERT ROAD.

PRICES OF ADMISSION:
Adults ... ... 30 Cents.
Children ... ... 10 Cents.
All Members and Associates Free.

"MRS. JARLEY'S WAXWORKS."

TOYS AND FANCY ARTICLES, ICES, SWEETS, TEA.

NO CHITS TAKEN.

Hongkong, 19th October, 1914.

TO LET

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 29th August, 1914. [1097

TO LET.

LARGE FURNISHED ROOM with Board for One or Two Gentlemen. Also Small Room.
Apply— "ROCKLANDS,"
7, Robinson Road.
Hongkong, 20th October, 1914. [1269

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).
1, HILL SIDE, 110, THE PEAK.
"HATHERLEIGH," 11A, Conduit Road.
GODOWN, 98, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.
GODOWN, No. 5, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 10th October, 1914. [1261

TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Colour-washed.
No. 19, BELILIOS TERRACE.
"BEACONSFIELD," Battery Path.
No. 59, THE PEAK (5 CAMERON VILLAS).
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 19th October, 1914. [1174

TO LET.
From 1st September, 1914.

IN CANTON on SHAMEEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.
The Premises on SHAMEEN LOT No. 36, now in the occupation of Messrs. Purnell & Paget.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 9th October, 1914. [1017

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st October, 1914. [836

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.
Apply— SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 9th July, 1914. [823

INTIMATIONS

LANE, CRAWFORD & Co.

SPORTS SEASON 1914-15. SPORTS

FOOTBALLS FROM $3.75 TO $11.00 Each.

THE GENUINE "MCGREGOR" FOOTBALLS AND FOOTBALL BOOTS.
AS USED IN THE ENGLISH CUP FINALS.

CRICKET BATS FROM $6.00 Each. FROM $6.00 Each.
BY
WISDEN, STUART SURRIDGE, SPALDING AND GRADDIGE.

CRICKET BALLS $1.00 TO $4.50 $1.00 TO $4.50
LEG-GUARDS. GAUNTLETS. BATTING GLOVES.

HOCKEY STICKS FROM $3.00 FROM $3.00
BY
SLAZENGER, JAQUES AND SPALDING.
HOCKEY BALLS. SHIN-GUARDS. RUBBER RINGS. KNEE-CAP BANDAGES WITH FELT PADS.

A LARGE SELECTION OF
TENNIS RACKETS, BALLS, ETC.
From $3.50 GOLF CLUBS From $3.50
BALLS. CADDY BAGS AND ACCESSORIES.
SPECIAL RATES TO CLUBS.

LANE, CRAWFORD & CO.

[39

ENTERTAINMENTS

1ST PERFORMANCE NOV. 7TH. **A. D. C.** 2ND PERFORMANCE NOV. 10TH.

THEATRE ROYAL.

"THE BLUE BIRD"

A FAIRY PLAY IN 5 ACTS,
BY
MAURICE MAETERLINCK.

UNDER the Distinguished Patronage of H.E. SIR F. H. MAY, K.C.M.G., General F. H. KELLY, C.B., and Commodore R. N. ANSTRUTHER, C.M.G., R.N.

IN AID OF
THE PRINCE OF WALES' FUND.

100 PERFORMERS.
50 CHILDREN.
50 TRAINED BIRDS.

A SPECIAL CORPS DE BALLET OF 25.
ORCHESTRA OF 25 UNDER PROFESSOR GONZALES.

GALA NIGHT—SATURDAY, NOVEMBER 7TH.

PRICES: DRESS CIRCLE, $5. STALLS, $4.

SECOND NIGHT—TUESDAY, NOVEMBER 10TH.
DRESS CIRCLE AND STALLS... ...$3.
PIT... ... ...$2 (these Seats can now be reserved).

COMMENCING EACH EVENING AT 9.15 P.M.

Booking Opens at MOUTRIE'S to holders of Advance Tickets on Oct. 27th, at 9 A.M.
General Booking from October 29th.

Hongkong, 14th October, 1914.

TO LET

TO LET.

GODOWN, No. 6, Duddell Street (First Godown).
Apply—
A. B. AVASIA,
Care of E. PABANEY,
No. 1, Duddell Street.
Hongkong, 15th October, 1914. [1247

TO LET.

NO. 9, MOUNTAIN VIEW, PEAK.
21, CONNAUGHT ROAD CENTRAL.
69, QUEEN'S ROAD CENTRAL.
Apply to—
M. J. D. STEPHENS.
18, Bank Buildings.
Hongkong, 16th October, 1914. [1254

TO LET.

NO. 3, "ORMSBY VILLAS," Kowloon.

BUILDINGS at the rear of LYEEMOON VILLAS. Can be used for Stables or Motor Garage.
Apply to— SPANISH DOMINICAN PROCURATION.
Hongkong, 15th October, 1914. [1246

TO LET.

NO. 168, THE PEAK, "THE KENNELS."
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 9th October, 1914. [1231

TO LET.

NO. 2, CANTON VILLAS, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 9th October, 1914. [1232

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

FOUR-ROOMED HOUSES at Kowloon. Cheap rentals.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 9th October, 1914. [1033

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,580)
Reserve Fund..... Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913 [21

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... ... Yen 10,000,000
Capital Paid-up ... ... „ 8,750,000
Reserve Funds ... ... „ 3,790,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES.

Amoy	Kiukiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Newchwang	Tamsui
Hongkong	New York	Tokyo
Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE.
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 10th October, 1914. [648

THE
BANK OF CHINA.
GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital ..... $60,000,000.
Paid-up Capital ..... $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI AND NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFONG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG. PEKING: Kueihua, Suiyuancheong, etc., etc.

CANTON BRANCHES:

Interests allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. [1243

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay.	London.
Calcutta.	Manila.
Canton.	Mexico City.
Cebu.	Panama.
Colon.	Peking.
Empire, C.Z.	San Francisco.
Hankow.	Shanghai.
Hongkong.	Singapore.
Kobe.	Yokohama.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUND 4,000,000
(Gold) $7,250,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.

9, Queen's Road,
Hongkong, 9th October, 1914. [959

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1494

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/- —$15,000,000
Silver... ... ... $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.	P. H. Holycak, Esq.
G. T. M. Edkins, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balances.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 24th August, 1914. [15

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed „ 1,125,000
Paid-up „ 562,500
Reserve Fund 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 10th July, 1913. [148

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship
"CITY OF BRISTOL,"
Captain A. Henderson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 2 P.M. to-morrow.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 21st Inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 14th October, 1914. [1243

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Oct., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th October, 1914. [1270

Cutler Palmer & Co.
the Wine Merchants of the East

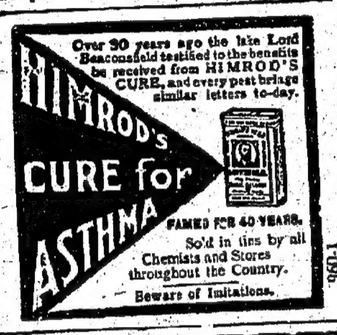
NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Message, under medical supervision.
Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [892

SINGON & CO.
ESTABLISHED A.D 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).
Telephone No. 515. [45



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THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
THERAPION No. 3
CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &C.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2S.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO. HAVERSTOCK RD, HAMPSTEAD, LONDON.
A CURE FOR YOU
TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION. EASY TO TAKE. SAFE AND LASTING CURE.
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
INSIST ON HAVING THERAPION.

NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA,"
FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board after 22 d Oct., at Noon, will be subject to landing charges, and if undelivered 28th Oct, at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown on MONDAY, 26th Oct., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 19th Nov., otherwise they will not be recognized.

R. C. MORTON,
Agent.

Hongkong, 19th October, 1914. [32

COMPANY REPORT.

THE NORTH CHINA INSURANCE CO., LTD.

For presentation at the eleventh ordinary general meeting of shareholders, to be held at the offices of the Company, No. 6, Kiukiang Road, Shanghai, on Tuesday, the 27th October, 1914, at 4.30 p.m.:—

The Directors have pleasure in submitting, for the information of shareholders, the annexed duly audited statement of the Company's accounts to the 30th June, 1914.

1913.—The balance at credit of this account is Tls. 285,284.40 and, after deducting an interim dividend of 12½ per cent. aggregating Tls. 47,713.73 paid on 1st May last, there remains a sum of Tls. 237,570.68, which the Directors recommend should be appropriated in the following manner:—A final dividend of 12½ per cent. on the paid-up capital, making 25 per cent. for the year. A bonus of 15 per cent. upon contributory premium. £10,000 transferred to sterling reserve, bringing that fund up to £160,000. And the balance to be transferred to underwriting reserve account, closing the account for 1913.

1914.—The balance at credit of working account to 30th June amounts to Tls. 304,968.60.

Directors.—During the year Mr. D. M. Nissim resigned his seat on the Board owing to his retirement from business and Mr. Hans Tiefenbacher also resigned. Mr. C. M. Bain was invited to a seat on the Board and accepted. In accordance with the provisions of the Articles of Association, the Directors all retire, but, being eligible, offer themselves for re-election.

Audit.—The accounts have been audited by Mr. F. N. Matthews, Mr. Wingrove being absent on leave. Messrs. Wingrove and Matthews again tender their services to the shareholders.

By Order of the Court of Directors,
H. G. SIMMS, Secretary.

Shanghai, 7th October, 1914.

BALANCE SHEET—30TH JUNE, 1914.

		Tls.
To Capital Account:—		
10,000 shares at £5—£50,000 at 2/6 5-16		395,876.29
To Sterling Reserve Fund £150,000 at 2/6 5-16		1,187,628.87
To Silver Reserve Fund		370,000.00
To Underwriting Reserve A/c.		385,420.27
To Exchange and Investment Fluctuation Account		90,523.07
To Working Account 1913:—		
Amount brought forward from below	285,284.40	
Deduct:— Interim Dividend	47,713.72	
		237,570.68
To Working Account 1914:—		
Amount brought forward from below		304,968.60
To Sundry Creditors		17,679.01
(@ Ex. 2/6 5-16 per Tael) £377,601 2s. 11d.—Tls.		2,989,666.70

	Tls.
By Cash on Deposit and Current Accounts in Shanghai	162,811.12
By Chinese Imperial Government Loan of 1886 (E. Issue)	6,250.00
By Shanghai Municipal Loans	206,378.00
By Shanghai Land Investment Co., Ltd.'s 5 % Debentures	20,545.00
By Shanghai Land Investment Co., Ltd.'s 6 % Debentures	99,340.00
By Anglo-French Land Investment Co., Ltd.'s 6 % Debtrs.	23,300.00
By Shanghai Waterworks Co., Ltd.'s 6 % Debentures	35,250.00
By Shanghai & Hongkew Wharf Co., Ltd.'s 6 % Debentures	38,000.00
By Shanghai Gas Co., Ltd.'s 6 % Debentures	10,000.00
By Shanghai Mutual Telephone Co., Ltd., Shares	1,050.00
By International Cotton Mfg. Co. Pref. Shares	7,500.00
By French Municipal Council 6 % Debentures	22,400.00
By Mortgages on Property in Shanghai	141,000.00
By Japanese Government 4 % Sterling Loan 1899	63,346.37
By Japanese Government 4 % Railway Purchase Loan 1908 (Yen 15,200)	12,312.00
By New York City 4½ % Bonds (G. $239,070)	388,731.71

By London Branch — Balance, *viz.*:—

	£	s.	d.
Cash at Bankers	15,494	17	11
British Government Securities	7,472	10	0
Indian Government Securities	13,429	10	8
Colonial Government Securities	23,876	18	5
Foreign Government Securities	37,425	7	0
City of Osaka 5 % Bonds	3,800	0	0
City of Bombay Improvement Trust 4 % Loan	1,961	6	0
City of Montreal 4½ % Stock	2,484	11	6
English Railway Securities	6,670	5	1
Indian & Colonial Railway Securities	27,032	16	8
Chinese Railway Securities	13,790	0	0
Manila Railway Securities	3,320	0	0
Pennsylvania Railroad Co. 4 % Mort. Bonds	954	19	4
Humber Commercial Railway & Dock Co. Shares	1,850	0	0
	£159,563	2	7
Furniture A/c.—London & Manchester	91	10	0
Premia outstanding, Bills Receivable, Policy Stamps, Drafts in course of collection, etc.	8,253	12	6
	£167,908	14	1

	£	s.	d.
Less — Due to Sundries	3,191	2	7
	£164,717	11	6
Add — London Freehold Premises	38,307	3	7

	Tls.
	1,607,453.77
By Balances at Branches	84,269.52
By Furniture at Head Office and Branches	3,275.05
By Sundry Debtors	56,454.25
(@ Ex. 2/6 5-16 per Tael) £377,601 2s. 11d.—Tls.	2,989,666.70

WORKING ACCOUNT, 1913—30TH JUNE, 1914.

	Tls.
To Net Premia	737,059.56
To Interest	107,864.98
To Transfer Fees	54.00
Tls.	844,978.54
By Commissions and Charges at Head Office, Branches and Agencies	162,578.02
By Directors' and Auditors' Fees	6,400.00
By Income Tax	4,918.14
By Depreciation Furniture A/c.	358.77
By Losses and Claims	385,409.21
By Balance carried forward	285,284.40
Tls.	844,978.54

WORKING ACCOUNT, 1914—30TH JUNE, 1914.

	Tls.
To Net Premia	439,788.99
To Interest	59,245.28
To Transfer Fees	19.00
Tls.	499,053.27
By Commissions and Charges at Head Office, Branches and Agencies	88,593.57
By Directors' and Auditors' Fees	3,200.00
By Income Tax	1,447.97
By Losses and Claims	101,049.13
By Balance carried forward	304,968.60
Tls.	499,053.27

JAS. N. JAMESON
FREDK. A. FAIRCHILD } Directors.
A. HIDE

H. G. SIMMS, Secretary.

AUDITOR'S REPORT.

I have examined the foregoing balance sheet and accounts with the books and vouchers of the Company in Shanghai, and with the audited accounts received from the various branches and have obtained all the information and explanations I have required. In my opinion the above balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of my information and the explanations given to me and as shown by the books of the Company.

F. N. MATTHEWS, A.C.A., Auditor.

Shanghai, 1st October, 1914.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C.H.K.V.R.

1.—Recruits with no previous service will attend at the L. R. A. Miniature Range on Saturday, the 24th instant, at 2.30 p.m. or Sunday, the 25th instant, at 9.30 a.m.

Rifles and Ammunition will be provided on the Range.

2.—Parades on Tuesday and Thursday as ordered.

L. G. BIRD, Capt.,
Adjutant, H.K.V.R.

20th October, 1914.

WM. POWELL, LTD.
TELEPHONE 346.
SOLE DISTRIBUTERS OF THE
SAXONE BOOTS
FOOTJOY AND FOOTJOY
SHOES
Are you a wearer of SAXONE FOOTJOY?
If not! Why not?
It means REAL COMFORT.
Try our Service at this time.
SOLE AGENTS: SAXONE SHOE CO.
[649

INDO-CHINA BRICKS. TILES. PIPES
COMPANY. LIMITED.
BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.
Guaranteed against Typhoon and Leakage.
MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.
ALWAYS IN STOCK. [1049-2

A MODEL CHINESE ARMY CORPS.

Owing to the inadequate strength of the regular troops stationed in the metropolitan capital and its neighbourhood, an order to recruit and form a model Army Corps was issued by the President some time ago. The full strength of this Corps, says a Chinese contemporary, will be composed of four divisions. Up to the present, only one Mixed Sub-Division has been formed, and the new troops are officered and are being trained by officers and corporals selected and transferred from the Fourth Division of the regular army, the main portion of which force has been transferred to Shanghai and Sungkiang as a result of last year's rebellion. President Yuan has testified his eager desire to see this Corps attain its full strength as soon as possible by having just appointed Field Marshal Wang Shi-cheng to be Commander of its 1st Division, the Hon. Yuan Ko-ting, his son, Commander of its 2nd Division, General Lu Chin, Commander of its 3rd Division, and General Chang Chi-yao, Commander of its 4th Division.

A circular telegram informing the provincial authorities of these appointments has reached Admiral Tseng Ju-cheng, our military Governor.

CANTON-HANKOW RAILWAY.

It is reported that arrangements have been made whereby funds for the construction work of the Canton-Hankow Railway have become available. Some little difficulty was experienced, as the proceeds of the loan were under the control of the original Quadruple Group and it was necessary to obtain saction for the use of the funds from each individual member of the Group. Now that this has been obtained the work will progress as rapidly as possible under the direction of Dr. Jeme Tien-yu.—*Far Eastern Review.*

RELIEF FUNDS FOR KUANGTUNG.

The Government has received a telegram from the Governor of Kuangtung to the effect that on account of the recall of paper money from the market, the provincial government has incurred losses of more than $2,000,000, and on account of the recent flood disasters funds are needed in every quarter. Every available means has been resorted to, but the officials of that province have met with great difculty. Therefore it is hereby requested that a sum of $7,000,000 be at once granted for the relief of the financial distress of the province. The above telegram has been referred to the Ministry of Finance for consideration.

MOUTRIE PIANOS
are BACKED
by
GUARANTEE
for FIVE YEARS.
PRICES FROM $ 385
EASY TERMS CAN BE ARRANGED.
EXCLUSIVE DISTRIBUTORS:
S. Moutrie & Co., Ltd.
[51-2

USE ONLY
DUTT'S "MANGO" BRAND
CHUTNEYS AND CURRY STUFFS
AND
"EAST INDIAN CONDIMENT CO."
BRAND INDIAN CONDIMENTS.
SREEKISSEN DUTT & CO.,
CALCUTTA,
THE PREMIER CONDIMENT HOUSE IN INDIA.
A. B. MOULDER & CO., LTD.,
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.
Hongkong, 13th June, 1914. [825

THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD. HONGKONG.
SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.
AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.
PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.
BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.
TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [50

DOLLAR STEAMSHIP CO.
PROPOSED SAILING HONGKONG TO SAN FRANCISCO AND SAN PEDRO (LOS ANGELES).
S.S. "HAZEL DOLLAR."
Captain M. Ridley, on or about November 10th.
For Freight Rates and space apply to
THE ROBERT DOLLAR Co.,
3, QUEEN'S BUILDING,
V. M. SMITH,
MANAGER.
PHONE 792.
Hongkong, 10th October, 1914. [1238

[1041-0-1

SHIPPING

ARRIVALS.

CHUSAN, British str., 1,228, Robertson, 19th October—Swatow 18th October, General.—Butterfield & Swire.

HAIMUN, British str., 641, A. H. Stewart, 20th October—Swatow 19th October, General.—Douglas Lapraik & Co.

HUE, French str., 710, A. Cornelinsen, 20th October—K. C. Wan 19th October, General.—A. R. Marty.

LOONGSANG, British str., 1,093, W. G. G. Leask, 20th October—Manila 17th October, General.—Jardine, Matheson & Co.

SALAMIS, British str., 4,509, D.A. Gardiner, 20th October—Singapore 13th October, General.—Order.

SHIKOKU MARU, Japanese str., 999, B. Hayasaki, 19th October—Naha 7th October, Coal.—Order.

SUNGKIANG, British str., 986, Robinson, 20th October—Hoihow 18th October, General.—Butterfield & Swire.

VANG, Norwegian str., 874, J. Jobsen, 19th October—Quinhon 12th October, Coal and General.—Chinese.

SHIPPING REPORT.

The British str. *Loongsang* reports: Light monsoon and sea with fine clear weather.

PASSENGERS.

DEPARTED.

Per *Tamba Maru*, for Seattle, etc., Miss K. Bygrave, Mr. and Mrs. Griffith and child, Mr. T. T. Williams, Mr. J. R. Wallace, Mr. K. Iwamoto, Mr. Y. Nakajima and Mr. A. Nibu.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA,"

Captain G.W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on FRIDAY, the 23rd October, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "MOLDAVIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the S.S. "ARABIA," due in London on the 4th December, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th October, 1914. [1

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK VIA PANAMA.

S.S. "ATHOLL" ... On or about 28th Oct.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 9th October, 1914. [1168

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship

"CHILI,"

Captain Perrin de Brusac, will be despatched for MARSEILLES, without transhipment, on TUESDAY, 3rd November, at 1 P.M.

Ports of Call:—SAIGON, SINGAPORE, COLOMBO, DIJIBOUTI, SUEZ, PORT SAID.

P. THOMAS,
Agents.

Hongkong, 17th October, 1914. [2

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

THE Steamship

"SAINT FILLANS,"

Will be despatched as above on 6th November.

For freight apply to

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 9th October, 1914. [1237

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON & GENOA VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	R. E. Peel	P. & O. S. N. Co.	About 28th inst.
LONDON	MONMOUTHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	On 4th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	SUWA MARU	Jap. str.	—	Mural	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
MARSEILLES VIA PORTS	CHILI	Fren. str.	—	Perrin de Brusac	MESSAGERIES MARITIMES	On 3rd Nov., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA & JAPAN	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 29th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 3rd Nov., at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	J. Kanao	OSAKA SHOSEN KAISHA	On 11th Nov., at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND, &c	GLENROY	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., LTD.	On 24th Nov.
NEW YORK VIA PANAMA	ATHOLL	Brit. str.	—		DODWELL & Co., LTD.	About 28th inst.
NEW YORK VIA SUEZ CANAL	SAINT FILLANS	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	On 6th Nov.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 27th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 3rd Nov., at 1 P.M.
SAN FRANCISCO & SAN PEDRO &c.	HAZEL DOLLAR	Am. str.	—	M. Ridley	THE ROBERT DOLLAR Co.	About 10th Nov.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	Ohkuma	TOYO KISEN KAISHA	On 8th Dec.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 2nd Dec.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & Co.	On 10th Nov., at 10 A.M.
JAPAN	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	MIYASAKI MARU	Jap. str.	—	Toranaka	NIPPON YUSEN KAISHA	On 25th inst., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	Tominaga	NIPPON YUSEN KAISHA	On 1st Nov., at 5 P.M.
MOJI & KOBE	CEYLON MARU	Jap. str.	—	Naguchi	NIPPON YUSEN KAISHA	On 24th inst.
TIENTSIN VIA WEIHAIWEI	CHIPSHING	Brit. str.	—	Schenk	JARDINE, MATHESON & Co., LTD.	On 27th inst., at D'light.
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SHANGHAI	KANCHOW	Brit. str.	1 m.	E. H. Lever	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	YUSANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	On 23rd inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	ATLANTIQUE	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 24th inst., at 7 A.M.
SHANGHAI & KOBE	COLOMBO MARU	Jap. str.	—	Sakamoto	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NELLORE	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	LIENSHING	Brit. str.	—	Carle	JARDINE, MATHESON & Co., LTD.	On 25th inst., at D'light.
SHANGHAI	NANKIN	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LTD.	On 28th inst., at Noon.
SHANGHAI	TJIKEMBANG	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	To-day, at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 29th inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 25th inst., at 10 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-day, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 23rd inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 27th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 30th inst., at 1 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LTD.	On 24th inst., at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 31st inst., at 3 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 3rd Nov., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	JINSEN MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 29th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	SANUKI MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LTD.	On 24th inst., at 3 P.M.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LIMITED	On 25th inst.
SANDAKAN	MAUSANG	Brit. str.	—	R. A. Matthews	JARDINE, MATHESON & Co., LTD.	On 24th inst., at Noon.
PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		From L'POOL		From VANCOUVER						
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	Sailings Temporarily Withdrawn.				—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

		VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA EMPRESS OF ASIA EMPRESS OF INDIA EMPRESS OF JAPAN MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across	£65 —	£65 —
	Canada $6 additional.	£43 —	£45 —

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

1491]

WEATHER REPORT.

On the 20th at 11.45 a.m.—The northern depression has moved rapidly east-north-eastward. At 6 a.m. this morning it was central over the eastern portion of the Sea of Japan.

An anti-cyclone is forming over China. A small depression has formed between Foochow and Amoy: it will probably not develop.

Pressure is nearly stationary along the south coast of China, and over the Philippines.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	East winds, moderate to fresh fine at first, afterwards cloudy, cooler.
Formosa Channel	Variable to N.E. winds, freshening considerably.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan	E. winds, light to moderate.

CHINA COAST METEOROLOGICAL REGISTER.

20TH OCTOBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock	7 a.	—	—	—	—	—	—
Nemuro	6 a.	29.85	—	—	SSW	1	—
Hakodate	"	29.62	—	—	ESE	3	—
Tokio	"	29.85	—	—	SSW	4	—
Kochi	"	29.86	—	—	—	3	—
Nagasaki	"	29.93	—	—	NW	5	—
Kagoshima	"	29.98	—	—	WNW	3	—
Oshima	"	30.04	—	—	S	1	—
Naha	"	30.07	—	—	—	0	—
Ishi'jima	"	30.05	—	—	—	0	—
Bonin Is.	"	30.16	—	—	—	0	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30.11	83	61	N	7	c
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.22	64	—	NW	3	c
Gutzlaff	"	30.16	59	—	NW	6	ov
Sharp Peak	7 a.	29.92	76	—	ENE	4	c
Amoy	6 a.	29.99	76	91	SW	2	b
Swatow	"	30.04	75	95	N	1	b
Taihoku	5 a.	30.06	—	—	—	0	—
Taichu	"	30.06	—	—	E	2	—
Tainan	"	30.04	—	—	E	2	—
Koshun	"	30.04	—	—	SE	2	—
Pescadores	"	30.03	—	—	S	2	—
Canton	6 a.	30.05	73	95	E	1	b
Hongkong	"	30.04	76	89	—	0	c
Gap Rock	"	30.01	—	—	ESE	2	c
Macao	"	30.02	74	—	NNE	1	c
Wuchow	9 a.	30.17	70	75	NE	3	odq
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	30.02	77	—	SE	2	c
Tourane	"	30.00	77	—	SW	5	c
Cape St. James	"	—	—	—	—	—	—
Aparri	"	29.99	74	—	SW	1	c
Manila	"	29.96	74	—	—	0	c
Legaspi	"	29.96	82	—	E	1	b
Iloilo	9 a.	29.99	83	—	NE	1	c
Bacolod	"	—	—	—	N	1	c
Cebu	"	29.98	87	—	NE	1	c
Labuan	"	29.95	85	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 20th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.00	30.04	30.04
Temperature	83	76	82
Humidity	83	89	71
Wind Direction	East	—	East
" Force	3	0	3
Weather	b	c	c
Rain	—	—	—

Highest open air Temperature on 19th ...84
Lowest open air Temperature on 19th ...75

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:—KOWLOON BOOK STALL, Ferry Wharf Messrs. HUNG CHEONG, Haiphong Road

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"YUSANG"	Friday, 23rd Oct., Noon.
‡ SANDAKAN	"MAUSANG"	Saturday, 24th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 24th Oct., 3 P.M.
* MANILA	"LOONGSANG"	Saturday, 24th Oct., 3 P.M.
† SHANGHAI	"LIENSHING"	Sunday, 25th Oct., D'light.
* TIENTSIN VIA WEIHAIWEI	"CHIPSHING"	Tuesday, 27th Oct., D'light.
*† SHANGHAI, KOBE and MOJI	"FOOKSANG"	Wed'day, 28th Oct., Noon.
* MANILA	"YUENSANG"	Saturday, 31st Oct., 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUMSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tauAN'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 21st October, 1914. [11

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215.

Hongkong, 16th April, 1914. 41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON	"MONMOUTHSHIRE"	On 4th Nov.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND VIA HONOLULU	"GLENROY"	On 24th Nov.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong 14th October, 1914. [40

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	MALTA ..... Capt. G. W. Cockman, R.N.R.	Noon. 23rd Oct.	See Special Advertisement
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE ..... Capt. J. Gaunt, R.N.R.	About 25th Oct.	Freight and Passage.
SHANGHAI	NANKIN ..... Capt. Owen Jones, R.N.R.	About 27th Oct.	Freight and Passage.
LONDON and GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	CANDIA ..... Capt. R. E. Peel	About 28th Oct.	Freight.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st October, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
PAKHOI and HAIPHONG	"SUNGKIANG"	On 22nd Oct., 10 A.M.
SHANGHAI	"KANCHOW"	On 22nd Oct., 4 P.M.
SHANGHAI	"LUCHOW"	On 24th Oct., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 25th Oct., Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 27th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 3rd Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
TELEPHONE 36. AGENTS.

Hongkong, 21st October, 1914 [5

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st September, 1914. [49

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN		LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY,	23rd Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY,	27th Oct., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY,	30th Oct., at 1 P.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, SUNDAY,	21st Oct., at 1 P.M. 25th Oct., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 21st October, 1914. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	27th Oct.	On 10th Nov., 10 A.M.
ST. ALBANS	21st Nov.	On 18th Dec., 10 A.M.
EASTERN	12th Dec.	On 8th Jan., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
SHINYO MARU	22,000—21 knots ...	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots ...	TUES., 5th Jan.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU ...	18,500—15 knots	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [212

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain		Leaving
"TACOMA MARU"	T. Hamada	THURSDAY,	29th Oct., at 4 P.M.
"PANAMA MARU"	J. Kauso	WED'DAY,	11th Nov., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain		Leaving

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain		Leaving
"KAIJO MARU"	Y. Yamamoto	WED'DAY,	21st Oct., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain		Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY,	25th Oct., at 10 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY,	1st Nov., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain		Leaving
"SOSHU MARU"	K. Hattori	THURSDAY,	29th Oct., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 28th Oct. "GUJERAT" FROM COLOMBO: 17th Nov.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m.	Noon.		Friday	Thursday
—	MALTA	—	Oct. 23	MOLDAVIA ...	Nov. 20	Nov. 26
—	NANKIN	Nov. 2	Nov. 6	KHYBER	Dec. 4	Dec. 10
Nov. 9	NUBIA	Nov 16	Nov. 20	MEDINA	Dec. 18	Dec. 24
—	ORIENTAL ...	Dec. 1	Dec. 5	MONGOLIA ...	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single £65.	Return	£97.
	"B"		" £59	"	£89.
2nd Saloon	"A"	"	" £44.	"	£66.
	"B"	"	" £40.	"	£60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single £61.	Return	£91.
	"B"	"	" £55.	"	£83.
2nd Saloon	"A"	"	" £42.	"	£63.
	"B"	"	" £38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
NAGOYA	Dec. 7	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 5

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	§ SUWA MARU Capt. Murai,	25,000	WEDNESDAY, 21st Oct., at 10 A.M.
	§ ATSUTA MARU Capt. Yoshizawa,	16,000	WEDNESDAY, 4th Nov., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ AKI MARU Capt. Noma,	12,200	TUESDAY, 3rd Nov., at Noon.
	§ SADO MARU Capt. K. Asakawa,	12,500	TUESDAY, 17th Nov., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. E. Takeda,	9,600	FRIDAY, 23rd Oct., at Noon.
	HITACHI MARU Capt. T. Sato,	13,500	WEDNESDAY, 18th Nov., at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	SANUKI MARU Capt. Date,	12,500	SATURDAY, 24th Oct.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Terada,	5,000	THURSDAY, 29th Oct.
MOJI and KOBE	CEYLON MARU Capt. Naguchi,	10,000	SATURDAY, 24th Oct.
SHANGHAI and KOBE	COLOMBO MARU Capt. Sakamoto,	9,800	SATURDAY, 24th Oct.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tominaga,	12,500	SUNDAY, 1st Nov., at 5 P.M.
KOBE and YOKOHAMA ...	MIYAZAKI MARU Capt. Teranaka,	16,000	MONDAY, 26th Oct., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons...	Thurs., 28th Jan.
KAMO "	16,000 "	" 11th Feb.
KASHIMA "	20,000 "	" 25th Feb.
MISHIMA "	16,000 "	" 11th Mar.
SUWA "	25,000 "	" 25th Mar.
ATSUTA "	16,000 "	" 8th Apr.
YASAKA "	25,000 "	" 22nd Apr.
MIYASAKI "	16,000 "	" 6th May.
KITANO "	16,000 "	" 20th May.
FUSHIMA "	25,000 "	" 3rd June.

FOR AMERICA.

AKI MARU	12,500 Tons...	Tues., 26th Jan.
SADO "	12,500 "	" 9th Feb.
YOKOHAMA "	12,500 "	" 23rd Feb.
AWA "	12,500 "	" 9th Mar.
SHIDZUOKA "	12,500 "	" 23rd Mar.
TAMBA "	12,500 "	" 6th Apr.
AKI "	12,500 "	" 20th Apr.
SADO "	12,500 "	" 4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241 [8—9—10

POST OFFICE NOTICE.

The Service to Tsingtau is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Vœux Road.

The MAIL FROM LONDON (via Siberia) of Saturday, the 19th ult., is due to arrive here to-day.

The MAIL FROM LONDON (via Siberia) of 20th ult., is due to arrive here to-day.

The MAIL FROM EUROPE is expected to arrive here to-day.

The AMERICAN MAIL ex *Manchuria* is scheduled to arrive here to-morrow.

The FRENCH MAIL from Europe is expected to arrive here on Friday, the 23rd inst., at daylight.

FOR	DATE
Fort Bayard	Wednesday, 21st, 8.00 A.M.
Hoihow	Wednesday, 21st, 9.00 A.M.
Straits, Ceylon and Europe	Wednesday, 21st, 9.00 A.M.
Swatow, Amoy and Foochow	Wednesday, 21st, 11.00 A.M.
Swatow	Wednesday, 21st, NOON
Batavia, Somarang, Soerabaya and Fort Morsby (via Batavia)	Wednesday, 21st, 2.00 P.M.
Fort Bayard, Haiphong and Pakhoi	Thursday, 22nd, 9.00 A.M.
Pakhoi and Haiphong	Thursday, 22nd, 9.00 A.M.
Tourane and Quinhon	Thursday, 22nd, 9.00 A.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA [To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 5 p.m. on Monday, the [illegible] inst.]	Thursday, 22nd, Registration ... 2.30 P.M. Letters ... 3.00 P.M.
Shanghai and North China	Thursday, 22nd, 4.00 P.M.
Shanghai and North China	Friday, 23rd, 10.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island	Friday, 23rd, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE (Late Letters 10.30 A.M. to 11 A.M., Extra postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed to-morrow, at 5 P.M.	Friday, 23rd, Printed Matter and Samples ... 9.00 A.M. Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to 10.30 A.M.) ... Registration, Kowloon B.O. ... 9.00 A.M. Letters ... 10.30 A.M.
Swatow, Amoy and Foochow	Friday, 23rd, 1.00 P.M.
Sandakan	Friday, 23rd, 4.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

October 20th.

ON LONDON:—	
Telegraphic Transfer	1/8
Bank Bills, on demand	1/8 15/16
Bank Bills, at 30 days' sight	1/9
Bank Bills, at 4 months' sight	1/9 1/8
Credits, at 4 months' sight	1/9 1/8
Documentary Bills 4 months' sight	1/9 1/8
ON PARIS:—	
Bank Bills, on demand	218
Credits, at 4 months' sight	228½
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	42⅞
Credits, at 60 days' sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demand	131⅜
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	131⅜
ON SHANGHAI:—	
Bank, at sight	76½
Private, 30 days' sight	nom.
ON YOKOHAMA:—On demand	86½
ON MANILA:—On demand—Pesos	86
ON SINGAPORE:—On demand	74⅜
ON BATAVIA:—On demand	105½
ON HAIPHONG:—On demand	nom.
ON SAIGON:—On demand	nom.
ON BANGKOK:—On demand	88½
SOVEREIGNS, Bank's Buying Rate	$11.25
GOLD LEAF, 100 fine, per tael	$58.50
BAR SILVER, per oz.	23

SUBSIDIARY COINS.

per cent.

Hongkong...20 cents pieces... $13.80 discount.
Hongkong...10 " ... $14.10 "

"Embassy"

No. 77
VIRGINIA CIGARETTES

Such Cigarettes can only be offered by Manufacturers possessing a Staff of Experts who have had many years' experience in the manufacture of High Class Cigarettes.

The Cigarette de Luxe.

W. D. & H. O. WILLS
BRISTOL & LONDON.

"EMBASSY" Cigarettes have proved to be the most popular of all the new brands of Virginia Cigarettes that have been sold for many years.

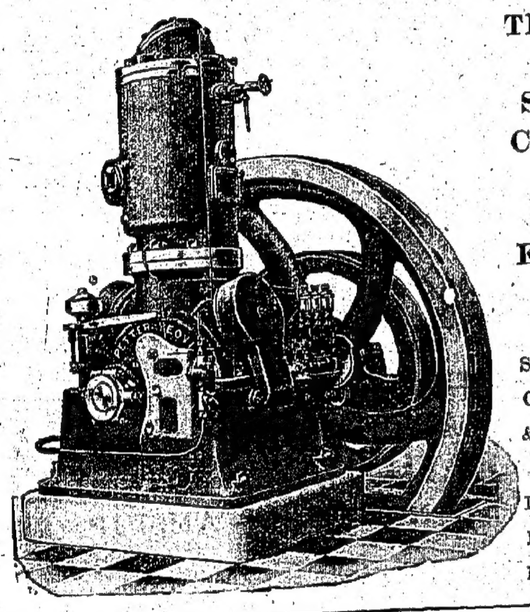
The quality is unsurpassed.

PRICES:—

AIR-TIGHT TINS OF 50 CIGARETTES	...	70 CENTS.
" " " " 25	" ...	40 "
DECORATED " " 10	" ...	20 "

Sold by all Tobacconists in Hongkong and the ports of South China.

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.



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THE PETTER PATENT SEMI-DIESEL CRUDE OIL ENGINES
AND
KEROSINE ENGINES.

We carry large stocks of Ship and Engine Stores, Cotton Waste, Oil, Packing, &c.

Electrical Repairs and Installations Undertaken; Electro-Plating in all its Branches. [494

JAVA-CHINA JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKEMBANG	JAVA	First half of Oct.	SHANGHAI	Second half of Oct.
TJIPANAS...	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAHI ..	JAPAN	Second half of Oct.	JAVA	
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIBODAS...	JAVA	First half of Nov.	SHANGHAI	First half of Nov.
TJIMANOEK	JAVA	First half of Nov.	JAPAN	Second half of Nov.
TJILATJAP.	JAVA	First half of Dec.		
TJITAROEM	JAVA			

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor.
Hongkong, 13th October, 1914. [13

THOS. COOK & SON.
TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—15, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET
MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914. [742

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	10.00
	4.00
Single Fare by Day Steamer	8.00
Return " "	

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
WEDNESDAY, 21ST OCTOBER, 1914.
8 a.m. *HEUNGSHAN.* | 8 a.m. *HONAM.*
5 p.m. *KINSHAN.* | 5 p.m. *FATSHAN.*
THURSDAY, 22ND OCTOBER, 1914.
8 a.m. *HONAM.* | 8 a.m. *HEUNGSHAN.*
5 p.m. *FATSHAN.* | 5 p.m. *KINSHAN.*

HONGKONG-MACAO LINE.
S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,008
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 25TH OCTOBER, 1914.
The Company's New Steamship
"TAISHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
FARES AS USUAL.

CANTON-MACAO LINE.
S.S. *SUI AN.*
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

The MILK that is STERILIZED.
The MILK that is NATURAL.
The MILK that has the LARGEST SALE in the World
BECAUSE it is the BEST is the

Milkmaid BRAND

FOR DRINKING PURPOSES USE
MILKMAID STERILIZED NATURAL
(COLOURED LABEL)
UNSWEETENED UNCONDENSED.

FOR PUDDINGS, ETC., USE
MILKMAID CONDENSED
(BLUE LABEL)
SWEETENED AND CONDENSED.

FOR TEA, ETC., STEWED FRUITS, ETC.,
MILKMAID EVAPORATED
(GOLD LABEL)
CONDENSED BUT NOT SWEETENED.
(This enables users to add Sugar to taste).

LOOK AT THE LABEL.
ON SALE AT ALL STORES. [1127

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE ...	On 24th October, at 7 A.M.

HOMEWARD

MARSEILLES VIA PORTS	CHILI	On 3rd November, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.
For further particulars apply to
P. THOMAS, AGENT.
QUEEN'S BUILDING.

PACIFIC MAIL S.S. CO.
OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 8000 tons
Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco
"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila)	Sailing	TUESDAY,	27th Oct., at Noon.
MANCHURIA ...	"	TUESDAY,	3rd Nov., at 1 P.M.
MONGOLIA	"	TUESDAY,	1st Dec., at 1 P.M.
KOREA	"	TUESDAY,	22nd Dec., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morosi, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.
The Safety and Comfort of Patrons Is Our First Consideration
For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, AGENT,
KING'S BUILDINGS.
TEL. No. 141. [52

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The A.O. str. *Changsha* left Port Darwin on the 17th October for Manila direct, and may be expected to arrive here on or about the 27th inst.

The E. & A. str. *Aldenham* left Sydney for this port (via Queensland Ports and Manila) on the 29th September, and may be expected to arrive here on or about 27th October.

MERCHANT STEAMERS.

The O.S.K. str. *Tacoma Maru* left Manila for Hongkong on the 18th October, and is due here on the 21st October, at noon.

The P. & O. str. *Nellore* left Singapore for this port on the 18th October, and is due here on the 24th October, at about 8 a.m.

The Barber Line str. *Shimosa* left New York via Panama Canal for Hongkong on the 3rd October, and is therefore expected to arrive here on or about the 23rd November.

FORTHCOMING EVENTS.

Saturday, 24th Oct.:—
10 a.m.—Italian Convent Bazaar.
Wednesday, 4th Nov.:—
2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.
Saturday, 7th Nov.:—
9.15 p.m.—A. D. C. at the Theatre Royal.—"The Blue Bird."
Tuesday, 10th Nov.:—
9.15 p.m.—A. D. C. at the Theatre Royal.—"The Blue Bird."

Printed and Published by BERTRAM A. HALE for the Concerned at 10A, Des Vœux Road Central, Victoria, Hongkong: London Office, 137, Fleet Street, E.C.